

COMET HOTEL SITE
ST. ALBANS ROAD WEST
HATFIELD
HERTFORDSHIRE AL10 9RH

TRANSPORT ASSESSMENT

Client: Fusion Hatfield Hotels Limited

August 2016



STIRLINGMAYNARD
Transportation Consultants




Woolstone Centre, 1-2 Mill Lane, Woolstone,
Milton Keynes MK15 0AJ
Tel: 01908 690463

Email: smt@smtrans.co.uk www.stirlingmaynard.com





Construction Consultants

Stirling House, Rightwell, Bretton,
Peterborough PE3 8DJ
Tel: 01733 262319 Fax: 01733 331527
Email: [enquiries @ stirlingmaynard.com](mailto:enquiries@stirlingmaynard.com)
www.stirlingmaynard.com

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Project Title:	Comet Hotel Site, Hatfield		
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	Name	Signature	Date
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Prepared for:
Fusion Hatfield Hotels Limited
Fusion House
The Green
Letchmore Heath
Watford
Hertfordshire WD25 8ER

Prepared by:
Stirling Maynard Transportation Consultants
Woolstone Centre
1-2 Mill Lane
Woolstone
Milton Keynes
MK15 0AJ

CONTENTS

- 1.0 Introduction
- 2.0 Existing Site and Existing Conditions
- 3.0 The Development Proposals
- 4.0 Transport Policy Review
- 5.0 Site Accessibility Appraisal
- 6.0 Development Impact on the Local Transport Network
- 7.0 Other Matters to be Considered
- 8.0 Conclusion

Figures

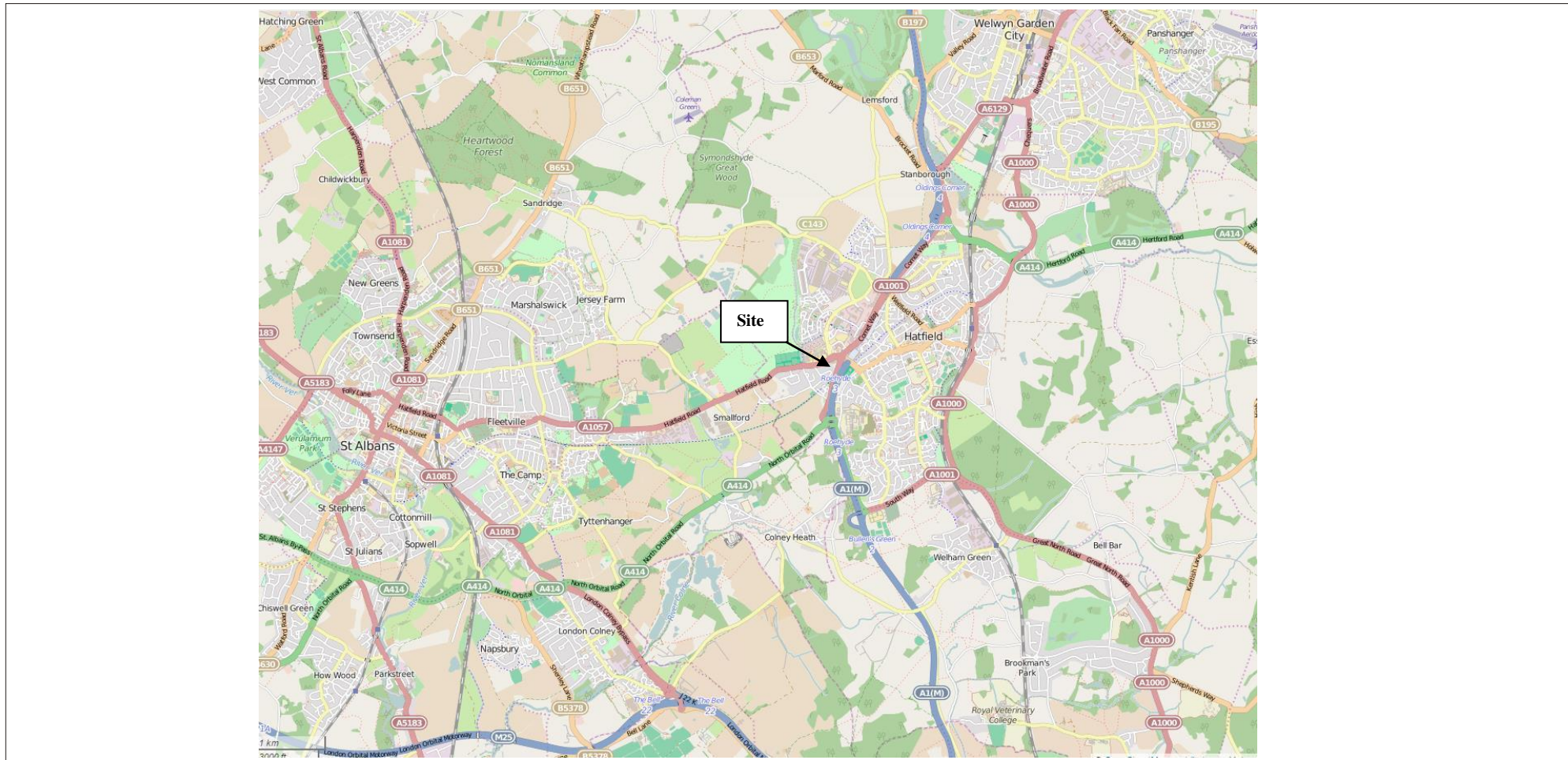
- Figures 1a & 1b Site Location Plans
- Figure 2a 400m, 800m & 1 km Catchment Areas
- Figure 2b 2 km & 5 km Catchment Areas
- Figure 2c Hatfield Cycle Routes
- Figure 3 Locations of Facilities in Hatfield

Appendices

- Appendix 1 Bus Timetables and Bus Routes
- Appendix 2 Great Northern Route Map
National Rail Timetables 24 and 25
- Appendix 3 Accident Collision Data
Provided by Hertfordshire County Council
- Appendix 4 Proposed Hotel and Student Residential Site Plan
Corstophine & Wright's drawing no. 14286/0300 Rev D*
- Appendix 5 Track Plots for the FTA Design Rigid Vehicle, the Pheonix 2 Duo
Refuse Vehicle (P2-12W with Elite 6 x 4 Chassis) and Fire
Appliance (To follow)
- Appendix 6 TRICS Output Files
Land Use: 03 – Residential; Category: G – Student Accommodation
Land Use: 06 – Hotels, Food & Drink; Category: A – Hotels
- Appendix 7 Travel Plan
- Appendix 8 Parking Management Plan

1.0 INTRODUCTION

- 1.1 Stirling Maynard Transportation has been instructed by Fusion Hatfield Hotels Limited to prepare a Transport Assessment and a Travel Plan to support their planning application for the redevelopment of the Comet Hotel site at St. Albans Road West, Hatfield.
- 1.2 The development proposals comprise the provision of a smaller hotel and student accommodation to serve the neighbouring University of Hertfordshire.
- 1.3 Copies of the site location plans are attached at **Figure 1a and 1b**.
- 1.4 Hertfordshire County Council is the local highway authority for the area. A request was made to the relevant Highway Development Officer to advise on the scope of the work needed to be addressed in the Transport Assessment.
- 1.5 The following advice was received:
- (i) Sustainability assessment – proximity to local transport routes shall need to be carefully considered, as well as to local shops/services. A potentially ‘car free’ student development shall need to be well connected in terms of local bus, rail and other modes. Particular regard should be given to walk routes and crossing points, and whether suitable facilities exist between the site and key attractors (the University, passenger transport facilities / interchange, local centres / shops), potential improvements to encourage and improve pedestrian connectivity should be identified within the Transport Assessment. Significantly night time services should be considered; noting that accessibility to the site by such modes should not be unduly reduced outside of daytime usage, and may identify opportunities for improvement of service frequency.



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing Location Plan			Figure No 1a
	Project Comet Hotel Site, Hatfield	Drawn HC	Checked PW	
	Client Fusion Hatfield Hotels Ltd	Scale NTS	Date Aug 2015	



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing Location Plan	Figure No 1b	
	Project Comet Hotel Site, Hatfield	Drawn HC	Checked PW
	Client Fusion Hatfield Hotels Ltd	Scale NTS	Date Aug 2015

- (ii) I am unaware whether your development proposals are solely directed to providing facilities for students attending University of Hertfordshire, or represent student accommodation with no associated endorsement by an education facility. If facilities are to be open to any student, then greater consideration to longer distance journeys (links to rail station / green line services) may be necessary.
- (iii) Trip generation – Use of TRICs is recommended. The net change in trips associated with any change in density to hotel provision shall need to be assessed. Regard to number of rooms within existing hotel should be given versus that associated with the proposed hotel. I will be satisfied that no vehicle trips shall occur associated with student provision subject to the above matters in respect of car parking.
- (iv) If vehicle trips, particularly AM/PM are unchanged by proposals, then the need for detailed modelling of the interaction of the access will not be required. I would observe the following however which you may wish to consider:

The Comet Way roundabout (connecting the A1001 Comet Way Road with the B6426 and A1057) is considered to be operating at over 160% over capacity in some instances at present, and future 2031 modelling considering committed and planned sites in the area suggest that all approaches will operate at 90% above capacity, increasing to 311% on some approaches in the PM peak. Further, the inclusion of the access into your site on the northern boundary clearly requires capacity from the junction and any change to phasing potentially associated with any intensification of use of the access shall need to be modelled/tested.

- (v) Car Parking – It is noted that the student element is proposed car free. The Transport Assessment shall need to consider local parking conditions and restrictions, demonstrating that opportunities for parking of private vehicles will not prejudice local roads within a reasonable walk distance from the site. Whilst the IHIE provide details of recommended walk distances, I would

suggest that students owning cars might park vehicles throughout the week further than this, accepting the increased walk distance as a reasonable compromise to the access and use to a private car for weekend/recreation use. I recommend that this is prepared to assist both the LPA (in determining the acceptability of parking provision) and ourselves, as highway authority, being satisfied that the development shall not cause problems on adjacent roads in respect of parking.

Parking Management plan/details – demonstrating that on-site measures shall be taken to ensure that parking on-site is solely provided for hotel staff/visitors.

Whilst you suggest no parking is provided for the student use, there shall clearly be a need for servicing (cleaning contractors, maintenance, other services/visitors) and therefore an expectation that there shall be some form of provision would be likely, with associated trips.

- (vi) Servicing – Servicing requirements for both hotel/student accommodation shall need to be addressed. Swept path, as appropriate, should be submitted for both deliveries and refuse collection vehicles.

- (vii) Servicing – start/end of term – I accept that special arrangements can be effectively managed through an appropriate management system providing opportunities for pick up / drop off enabling students to move their possessions in at the beginning of term (and remove at end). Full details should be provided. The scale of the student proposals will need to consider adequate space, and a reasonable period per student, to provide for the needs of the entire student population to be housed, noting that arrival/departure will likely occur within compressed periods at start/end of the FE term. Whilst use of hotel parking areas may be potentially available, this will need to be established in a legal arrangement as otherwise the use of such areas cannot be secured, and would potentially impact on the hotels own activities.

- (viii) Confirmation of widths of access sufficient to demonstrate ability to pass clear, visibility from access and any impacts arising from your proposals on such arrangements, and any details of interim circulatory routes.

Design should ensure that pedestrian permeability of the site (and cycling) is appropriately integrated with the highway network affording best (and safe) opportunities for residents/visitors to access the site without undue difficulty.

Any opportunities to consolidate accesses or provide additional improved offset with local junctions is encouraged.

- (ix) Review of accidents – particularly associated with operation of access (such records can be provided by HCC upon request (chargeable)).
- (x) Other matters – secure cycle parking facilities to underpin the car free nature of the development should very much be encouraged and provided. This should accord with the LPAs minimum standards, but I would recommend that a high quality provision of facilities be encouraged. Obviously space constraints may encourage the use of more innovative (stacking etc.) parking facilities, but opportunities to provide for the additional requirements of bike ownership (maintenance stands, electric cycle charging stations, etc. may be beneficial in encouraging greater usage of this mode, with clearly security of cycles being a significant influence on this mode).
- (xi) You have appropriately identified a Travel Plan as necessary to support the application. I would observe this will need to be site wide (Framework) and provide for the two uses proposed on site, with measures/incentives appropriately tailored to each different user group (hotel/student). Our approach to Travel Plans may be accessed here:
<http://www.welhat.gov.uk/CHttpHandler.ashx?id=4762&p=0>

1.6 This Transport Assessment responds to the advice received from the relevant Highways DC Officer in terms of the issues to be considered and the structure of the report is as follows:

- Section 2 describes the existing site and conditions of the surrounding highway network;
- Section 3 describes the proposed development and the proposed means of access;
- Section 4 sets out the relevant Transport Policies;
- Section 5 considers the opportunities to access the site and surrounding area by sustainable travel modes;
- Section 6 calculates the likely levels of pedestrian, cycling and vehicular traffic generated by the proposed development and its impact on the local transport network;
- Section 7 considers other matters; and
- Section 8 summarises the finding of the report and presents a conclusion.

1.7 A Framework Travel Plan has also been produced and should be read in conjunction with this document.

2.0 EXISTING SITE AND EXISTING CONDITIONS

2.1 The Comet Hotel site is located on the south-western corner of the A1001 Comet Way roundabout junction with the A1057 St. Albans Road West. Location plans are attached at **Figures 1a and 1b**. There are currently two points of access into the site. These will be retained in their current format to serve the proposed development. Thus there will be no changes to the geometric layout or visibility levels to that which currently exists.

2.2 The first access is a left in / left out only junction with the north bound Comet Way approach to the roundabout and is laid out in the form of a priority junction.

In the vicinity of this access the north bound approach is split into three lanes – the left hand lane is for vehicles turning left into St. Albans Road West. The centre lane is for vehicles going straight ahead or turning left into St. Albans Road West and then right at the Mosquito Way roundabout, and the right hand lane is for vehicles going straight ahead or turning right into Cavendish Way.

The width of the access is 8.3 metres kerb to kerb and has 3 metre kerb radii.

There are no “right turn” signs sited at the exit and a mandatory “turn left” sign on the central reservation opposite. There are bollard posts sited in the centre of the access to ensure lane discipline.

2.3 The second access is located on the south side of the St. Albans Road West signal controlled roundabout junction with Mosquito Way and effectively forms the fourth arm off the roundabout.

The entry lane into the Hotel is 7.4 metres wide reducing to 3.5 metres at the entrance to the car parking area. The exit lane measures 3.7 metres on leaving the car park widening to 5.0 metres at the “stop” line. There is a bollarded central refuge between the entry and exit lane housing keep left bollards and a signal head. A second signal head and a roundabout warning sign are sited in the verge on the left hand side of the stop line.

2.4 The roads surrounding the site are subject to a 30 mph speed limit and are street lit.

Pedestrian/Cycle Facilities

- 2.5 There is a shared pedestrian/cycleway on the perimeter of the site frontage to Comet Way and St. Albans Road West which links into the wider pedestrian/cycle network in the town. This network is shown in **Figure 2c** later in the report.
- 2.6 In the vicinity of the site the shared pedestrian/cycleway measures some 2.8 metres on the Comet Way frontage and widens to 3.3 metres on the St. Albans Way West frontage between the hotel access and the pedestrian crossing.
- 2.7 The local pedestrian/cycleway network also forms part of the Inter-Campus pedestrian/cycle route which runs along the west side of Mosquito Way, crosses St. Albans Road West at the signalised crossing, runs around the perimeter of the application site, crosses Comet Way at the signalised crossing onto the south side of Cavendish Way; turning right onto the west side of College Lane and crossing onto the east side of College Lane as it enters the University Campus at the bus gate.
- 2.8 The route is of good standard being generally 3 metres or more in width, except for the section in College Lane which reduces to 2.2 metres in width. However there is also a 1.8 metre footway on the eastern side of the road and the road is more lightly trafficked.
- 2.9 The pedestrian/cycleway crossings on the Comet Way (south), St. Albans Road West, Mosquito Way, Comet Way (north) and Cavendish Way approaches to the signalised Mosquito Way and Comet Way roundabout junctions are all controlled within the signal phases and have “flush” dropped kerbs and red “blister” paving on the approaches.
- 2.10 At all other uncontrolled crossings of the shared pedestrian/cycle route, the kerbs are also dropped “flush” with the carriageway and have buff “blister” paving on the approaches.
- 2.11 There are occasional bollards along the length of the pedestrian/cycleway route reminding users of its purpose with the appropriate pedestrian markings or cycle

routes at the crossing points. Where the route is wide enough, there are white centre line markings defining the pedestrian and cycle paths.

- 2.12 The surface of the route in the vicinity of the application site, the routes to the University Campus and the route to the town centre are of reasonable standard.
- 2.13 The Alban Way forms part of the National Cycle Route 61 and links Hatfield to St. Albans. Route 61 crosses Cavendish Way some 100 metres to the east of the site. Access to Route 61 can also be gained via Comet Way some 320 metres south of the site or via Selwyn Crescent some 620 metres to the west.
- 2.14 The existing pedestrian/cycle network, provides ready and easy access on foot or by bicycle to the University Campuses, the town centre and all of the facilities in Hatfield.

Public Transport Provision

The site is well served by public transport.

Buses

- 2.15 The nearest bus stops are located on St. Albans Road West. Stop H is located on the south side of the road immediately adjacent to the site and Stop J is located opposite on the northern side of the road.

There are also other stops in the vicinity of The Galleria which are less than 400 metres walking distance from the site and can be used to access other services. All of these stops, including Stop H and J are provided with bus shelters and real-time information.

- 2.16 These stops are served by a number of regular scheduled bus services that can be used to access the town centre, the University Campuses and other local towns and cities including London.

- 2.17 A summary of the existing bus services is shown overleaf in **Table 2.1** and a copy of the bus timetables from Stops H and J and a copy of the bus network map in Hatfield are attached at **Appendix 1**.

Trains

- 2.18 Hatfield Railway station is located to the east of the town centre some 2.5 kilometres from the site.
- 2.19 It is managed by Great Northern and is served by trains on the Cambridge Local line, the Peterborough line and Welwyn line which all terminate at London Kings Cross.
- 2.20 A copy of the Great Northern Route Map and the National Rail Timetables Nos. 24 and 25 which cover Hatfield are attached at **Appendix 2**.

Accident Collision Data

- 2.21 The Accident Collision Data comprising the personal injury accidents reported to the Police in the five year period ending 31st March 2015 for the road network in the immediate vicinity of the site was obtained from Hertfordshire County Council.
- 2.22 The data provides a summary of the location, time, day, date, prevailing weather conditions, road surface conditions, number of vehicles involved, number of casualties, severity of injuries and a brief description of each incident.
- 2.23 The data obtained comprised the full confidential report which includes the contributory factors; therefore it cannot be reproduced in this report. However a summary of the accidents is set out in **Appendix 3** together with a plan showing the location of each incident.
- 2.24 There have been a total of 28 accidents recorded in the latest five year period resulting in 39 casualties which includes one pedestrian and one cyclist. Of these 38 were described as slight and one (the injured cyclist) was described as serious.

Service	Operator	Description	Nearest Bus Stop	Monday-Friday	Saturday	Sunday
Shuttle (term days)	UNO	Hatfield Inter-Campus Shuttle	J	Every 20 mins 07:00-08:00 Every 10 mins 08:00-20:00 Every 20 mins 20:00-22:00 Every 15 mins 22:00-03:00	Every 15 mins 08:00-03:30	Every 15 mins 10:00-13:45 and 15:00-23:45
Shuttle (non-term days)	UNO	Hatfield Inter-Campus Shuttle	J	Every 15 mins 08:00-18:00	No Service	No Service
101	UNO	Hatfield – Luton	H	19:20, 21:20	19:20, 21:20	No Service
		Luton – Hatfield	J	21:49, 23:49	21:49, 23:49	No Service
300	Arriva the Shires	Stevenage – Hemel Hempstead	H	2 per hour 06:58-18:09	2 per hour 07:31-18:31	No Service
		Hemel Hempstead – Stevenage	J	2 per hour 06:19-19:24	2 per hour 06:23-19:33	No Service
301	Arriva the Shires / UNO	Stevenage – Hemel Hempstead	H	4 per hour 06:01-07:00 2 per hour 07:00-18:00 1 per hour 18:00-23:00	2 per hour 06:43-18:46 1 per hour 19:46-23:02	1 per hour 08:00-23:00
		Hemel Hempstead – Stevenage	J	2 per hour 07:16-20:43 1 per hour 21:13-23:26	06:53 then 2 per hour 08:44-17:44 1 per hour 18:12-23:26	1 per hour 09:40-23:41
330 (School days only)	Sullivan Buses	Welwyn Garden City – South Hatfield – St Albans	H	1 per hour 09:45-13:45 School days only	No Service	No Service
		St. Albans – South Hatfield – Welwyn Garden City	J	1 per hour 09:30-13:30 School days only	No Service	No Service
341/641	UNO	Ware – Hatfield / Broxbourne – Hertford – Hatfield	H	07:47, 09:37, 10:44, 11:19, 12:44, 13:19, 14:44, 15:19, 17:03, 17:43, 19:00, 19:29	08:44, 10:44, 11:19, 12:44, 13:19, 14:44, 15:19, 16:44, 18:14	No Service
		Hatfield – Ware / Hatfield – Hertford – Broxbourne	J	06:41, 07:30, 08:00, 10:08, 10:56, 12:08, 12:56, 14:08, 14:56, 16:15, 17:15, 18:15	07:11, 08:56, 10:08, 10:56, 12:08, 12:56, 14:08, 14:46, 17:06	No Service

Service	Operator	Description	Nearest Bus Stop	Monday-Friday	Saturday	Sunday
602	UNO	Hatfield – Watford	A (Galleria)	2 per hour 05:52-18:47 2 per hour (term time) 19:28-22:58 otherwise 1 per hour	2 per hour 06:33-19:00 2 per hour (term time) 19:28-22:58 otherwise 1 per hour	07:29 then 1 per hour 09:18-17:27 then 19:28 and 21:28
602	UNO	Watford – Hatfield	J	2 per hour 07:08-00:17	2 per hour 07:28-00:17	1 per hour 09:20-20:19 then 22:12 and 00:12
603	UNO	Hatfield Business Park Circular	H	05:50, 06:20, 06:50	No Service	No Service
607	UNO	Hatfield Railway Station – Business Park	J	Evening Service 2 per hour 20:22-22:52	Evening Service 2 per hour 19:22-22:52	Evening Service 2 per hour 19:22-22:52
610/611	Uno	Enfield / Potters Bar – Hatfield	Mon-Fri H Saturday Galleria	2 per hour 07:09-10:34 1 per hour 11:34-20:55	1 per hour 08:59-18:59	No Service
		Hatfield – Enfield / Potters Bar	Mon-Fri H Saturday Galleria	2 per hour 06:23-07:50 1 per hour 09:16-16:16, 17:16, 17:51 and 19:05	1 per hour 08:02-18:02	No Service
614/644	UNO	Hatfield – Queensbury / Wembley Park	J	2 per hour 05:35-17:42 1 per hour 18:15-22:45	1 per hour 08:09-20:06	No Service
		Wembley Park / Queensbury – Hatfield	H	2 per hour 07:25-20:56 21:56, 22:56 and 00:26	1 per hour 08:41-19:56, 21:56	No Service
615	UNO	Hatfield – Stanmore / Edgware	J	2 per hour 05:47-07:56, 08:38 then 2 per hour 09:13-17:56, 18:43 and 19:16	1 per hour 07:13-18:13	No Service
		Stanmore / Edgware – Hatfield	H	06:25, 06:58, 07:29 then 2 per hour 08:12-17:00, 17:31 then 2 per hour 18:19-20:23 and 21:33	1 per hour 08:53-19:53	No Service

Service	Operator	Description	Nearest Bus Stop	Monday-Friday	Saturday	Sunday
622	UNO	Hatfield – Watford	J	05:45, 07:02, 08:02, 09:25, 12:55, 14:55, 15:25, 16:25, 17:25, 18:45	No Service	No Service
		Watford – Hatfield (Railway Station)	J	06:22, 07:38, 08:52, 09:37, 10:37, 11:37, 13:37, 15:37, 17:46, 19:20, 20:02	No Service	No Service
		Watford – Hatfield (Business Park)	H	07:39, 08:52, 09:32, 12:29, 13:29, 14:59, 17:04, 18:00, 18:54, 19:38, 20:37	No Service	No Service
625/635	UNO	Hatfield – Stevenage – Letchworth	H	06:35, 06:53, 07:43 then 1 per hour 09:11-19:50	No Service	No Service
		Letchworth – Stevenage – Hatfield	J	05:59, 06:34, 07:15, 08:18, 08:48 then 1 per hour 09:51-16:56, 17:37, 17:56, 18:39, 18:58, 20:33	No Service	No Service
636	UNO	London Colney – Hatfield – Luton	H	06:01, 06:22, 06:36, 07:12 then 1 per hour 08:25-16:28, 17:04, 17:34, 18:38, 19:27, 20:27	No Service	No Service
		Luton – Hatfield – London Colney	J	06:34, 07:39, 08:17, 08:32 then 1 per hour 09:29-18:37 then 19:09, 19:40, 20:32, 22:18	No Service	No Service
650	UNO	Hatfield Railway Station Circular	J	Every 20 mins 07:10-09:30 and 16:22-18:46	No Service	No Service

Service	Operator	Description	Nearest Bus Stop	Monday-Friday	Saturday	Sunday
653	UNO	Welwyn Garden City – St. Albans	H	05:50-06:20, 06:50	07:11, 07:41 then 3 per hour until 16:55 then 2 per hour until 19:30	No Service
			Galleria A	07:28, 07:53 then 3 per hour until 19:49		
		St. Albans – Welwyn Garden City	J	05:50, 06:20, 06:47 then 3 per hour from 07:07 until 19:47, 20:37	06:46, 07:26, 07:56, 08:26, 08:53 then 3 per hour from 09:06 until 17:46, 18:15, 18:45, 19:16, 19:45, 20:37	No Service
655	UNO	Hatfield – St. Albans – Borehamwood	Galleria D	06:38, 07:34 then 1 per hour from 08:01 until 14:08 then 14:59, 15:31, 16:22, 16:52, 17:22, 18:22	1 per hour 07:12-18:08	No Service
		Borehamwood – St. Albans – Hatfield	Galleria B	07:27, 08:33, 09:26, 10:25 then 1 per hour from 10:55 until 20:06	1 per hour 08:55-19:46	No Service
724	Greenline	Limited Stop Services Harlow – Heathrow Airport	The Galleria A	1 per hour from 04:19 until 20:33	1 per hour from 04:16 until 20:31	Every 2 hours 06:10 until 18:35
		Heathrow Airport – Harlow	The Galleria C	1 per hour from 07:08 until 21:20	1 per hour from 07:19 until 00:13	Every 2 hours 11:17 until 23:08
797	UNO / Greenline	Hitchin – Stevenage – Hatfield connecting to London (Baker St)	J	06:09, 06:43, 08:38, 09:51, 10:51, 11:51, 12:51, 13:51, 14:51, 15:51, 16:56, 18:06, 19:13, 21:18,	No Service	No Service
		London (Baker St) – Hatfield connecting to Stevenage – Hitchin	H	06:33, 07:43, 08:55, 09:43, 11:03, 12:03, 13:03, 14:03, 15:03, 16:03, 17:13, 18:25, 19:35, 20:25, 21:10	No Service	No Service

Table 2.1 Summary of Bus Services

- 2.25 None of the accidents reported involved vehicles turning into or out of the existing hotel accesses or to pedestrians or cyclists crossing the road in an appropriate manner.
- 2.26 In reviewing the accident details it is apparent that the majority of incidents involve vehicles stopping at the signals on the roundabout and being hit in the rear by a following vehicle or involve vehicles being side-swiped as drivers attempted to negotiate the roundabouts.
- 2.27 In all of the cases reported there was only one incident attributable to the failure of the signals to operate. The remainder can be attributable to driver error such as failing to look, following too close, inappropriate speed, poor lane discipline and failure to signal.
- 2.28 Given that the roundabout approaches are all provided with the appropriate advance warning signs, advance direction signs, local direction signs, appropriate lane markings including direction arrows and route numbers, there are no trends or causations identified which would suggest that there is anything inherently unsafe in the geometric design of the site accesses, the immediate road layout or the condition of the road surface.

3.0 THE DEVELOPMENT PROPOSALS

3.1 The current hotel has 128 bedrooms with a brasserie and bar and a number of function rooms. This is served via two vehicular accesses which provide access to the 163 space car park.

3.2 The proposed scheme comprises the provision of a 56 bedroom hotel with all rooms being available as serviced apartments with a maximum 90 day stay supported by ancillary accommodation, together with accommodation for 308 students in the form of 236 single rooms and 36 double rooms.

A copy of the proposed site layout is attached at **Appendix 4**.

3.3 The existing vehicular accesses onto Comet Way and St. Albans Road West remain unaltered but three new pedestrian access points will be created. One will provide direct access to St. Albans Road West opposite the Student Reception Area, the second will provide direct access from the car park to the bus stop H on the southern side of St. Albans Road West and the third will provide direct access from the car park to the controlled pedestrian crossing point in Comet Way at the Comet Roundabout.

3.4 100 car parking spaces including 11 for use by the disabled will be provided on site and these will be located to the front of the hotel. 72 spaces will be allocated to the hotel and 3 spaces will be available for staff use. The remainder are effectively surplus.

3.5 The intention is to make the development “zero parking” for residential students except for those with a blue badge for personal disability.

3.6 Some cycle parking provision will be provided on the site in the form of secured, covered areas. The intention is to provide 64 spaces with 52 being provided for students and 12 spaces for use by the hotel. The provision of one space per six students accords with the uptake of the on-site cycle parking provision at Fusion’s

previous student accommodation scheme at Curzon Point, The Common, Hatfield. 12 bicycles will be made available to hire for both students and hotel guests.

- 3.7 Car parking and cycle parking provision is dealt with in more detail in Section 7 of the report as well as the Travel Plan and Parking Management Plan attached at **Appendix 7** and **Appendix 8** respectively.
- 3.8 The hotel is currently serviced, via the access / egress onto the Mosquito Way / St. Albans Road West roundabout. It is anticipated that both the hotel and student accommodation will be served via this route in the future and track plots have been produced which demonstrate that the FTA design rigid vehicle, a large refuse vehicle and the Fire Appliance can enter the site, turn and leave in forward gear. Copies of these track plots are attached at **Appendix 5**. (To follow)

4.0 TRANSPORT POLICY REVIEW

National Planning Policy

The Local Transport White Paper 2011

- 4.1 In January 2011, the Government set out its policy direction on local transport through the Local Transport White Paper. The White Paper sets the Government's approach to shorter local journeys (i.e. trips of five miles or less) with the intention of supporting its principal wider goals of promoting economic growth and reducing carbon. There is a lot of weight given to immediate gains from local interventions, especially when it comes to job creation.

The White Paper establishes that creating economic growth and tackling climate change of reducing CO2 emissions are the primary objectives at the national level for transport. The White Paper argues that by offering sustainable travel options, local authorities can change people's travel behaviour to favour sustainable modes. Decisions on which sustainable options are appropriate are best made at the local level in partnership with local residents, businesses and delivery agencies.

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and provides guidance for local planning authorities and decision-takers both in drawing up development plans and as a material consideration in determining planning applications.
- 4.3 At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.
- 4.4 Within the overarching roles that the planning system ought to play, there is a set of 12 core land-use planning principles that should underpin both plan-making and decision taking. From a transport perspective these include

“actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable”.

4.5 Paragraphs 29 to 41 of the NPPF set out the Government’s policies for promoting sustainable transport. Of particular relevance to this development proposal are Paragraphs 29, 35, and 36.

4.6 Paragraph 29 advises that:

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”

4.7 Paragraph 35 advises that:

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.”

4.8 Paragraph 36 advises that:

“A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan”.

Local Transport Policy

4.9 Local Transport Plans (LTPs) are a requirement of the Transport Act 2000. The third Hertfordshire Local Transport Plan is a statutory document which sets out the County Council’s vision and strategy for the long term development of transport in the county.

4.10 The Hertfordshire Vision is:

“To provide a safe, efficient and resilient transport system that serves the needs of businesses and residents across Hertfordshire and minimises its impact on the environment.”

and the county’s approach to transport is articulated through the five goals and thirteen challenges in the LTP.

4.11 The five goals that support the vision are:

- 1) to support economic development and planned dwelling growth;
- 2) to improve transport opportunities for all and achieve behavioural change in mode choice;
- 3) to enhance quality of life, health and the natural, built and historic environment for all Hertfordshire residents;
- 4) to improve the safety and security of residents and other road users; and
- 5) to reduce transport’s contribution to greenhouse gas emissions and improve its resilience.

And the thirteen challenges that are to be met within the LTP are:

- 1) keep the county moving through efficient management of the road network to improve journey time, reliability and resilience and manage congestion to minimise its impact on the economy;

- 2) support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity;
- 3) improve accessibility for all and particularly for non-car users and the disadvantaged (disabled, elderly, low income, etc.);
- 4) achieve behavioural change as regards choice of transport mode increasing awareness of the advantages of walking, cycling and passenger transport, and of information on facilities and services available;
- 5) achieve further improvements in the provision of passenger transport (bus and rail services) to improve accessibility, punctuality, reliability and transport information in order to provide a viable alternative for car users;
- 6) improve journey experience for transport users in terms of comfort, regularity and reliability of service, safety concerns, ability to park and other aspects to improve access;
- 7) improve the health of individuals by encouraging and enabling more physically active travel and access to recreational areas and through improving areas of poor air quality which can affect health;
- 8) Maintain and enhance the natural, built and historic environment managing the streetscape and improving integration and connections of streets and neighbourhoods and minimising the adverse impacts of transport on the natural environment, heritage and landscape;
- 9) reduce the impact of transport noise especially in those areas where monitoring shows there to be specific problems for residents;
- 10) improve road safety in the county reducing the risk of death and injury due to collisions;
- 11) reduce crime and the fear of crime on the network to enable users of the network to travel safely and with minimum concern over safety so that accessibility is not compromised;
- 12) reduce greenhouse gas emissions from transport in the county to meet government targets through the reduction in consumption of fossil fuels; and

- 13) design new infrastructure and the maintenance of the existing network in the light of likely future constraints and threats from changing climate, including the increasing likelihood of periods of severe weather conditions.

Local Planning Policy

Welwyn Hatfield Borough Council

- 4.12 The current planning policies for Welwyn Hatfield are set out in the Statutory Development Plan which comprises the saved policies of the Welwyn Hatfield District Plan adopted 2005, the Hertfordshire Waste Local Plan adopted 2012-2014 and the Hertfordshire Minerals Local Plan adopted 2007.
- 4.13 Chapter 6 of the District Plan sets out the local planning authority's strategy, objectives and policies with respect to transport.
- 4.14 The three aims which the policies set out to achieve are:
- i) to locate development where it is already accessible by a number of modes of transport;
 - ii) to ensure that priority is given to walking, cycling and passenger transport in the design and servicing of development; and
 - iii) where development can be made more accessible by non-car modes, car use can be limited by reducing available car parking.
- 4.15 The objectives which the policies seek to fulfil are:
- (a) to reduce the overall need to travel by integrating land uses with transport;
 - (b) to support the development of integrated transport policy;
 - (c) to reduce dependency on the car and encourage modes of travel which have less adverse environmental impact;
 - (d) to give priority to walking and cycling;

- (e) to encourage effective traffic management and the improvement of road safety for all sectors of the community;
- (f) to encourage greater use of passenger transport and improvements to services and facilities; and
- (g) to facilitate the accessibility needs of all in a safe and sustainable manner.

The relevant “saved policies” set out in the District Plan are set out below.

4.16 Policy M1 – Integrating Transport and Land Use – advises that:

“Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.”

4.17 Policy M2 deals with Transport Assessments and states that:

“Developers of major new traffic generating developments will be required to submit a transport assessment with the planning application. This must demonstrate the measures to be taken to minimise vehicular movements through improvements to passenger transport, pedestrian and cycling facilities and state whether new highways works or traffic management measures will be required.”

4.18 Policy M3 relates to the production of Green Travel Plans and states that:

“All new development at or above the thresholds set out in Hertfordshire Technical Chief Officers Association (HTCOA’s) guidance on ‘Developing a Green Travel Plan’, should be supported by a Green Travel Plan. The implementation of measures included in a Green Travel Plan will be secured through planning conditions, or a Section 106 Agreement. The Council will also work with existing businesses to

encourage the adoption and implementation of Green Travel Plans in line with the guidance.”

4.19 Policy M4 deals with Developer Contributions and advises that:

“Where development necessitates alteration to existing or the provision of new transport infrastructure or services, permission will be granted only if those works are environmentally acceptable and if the applicant agrees to meet, or where appropriate contribute to, the cost of the works or services. Planning conditions or a Section 106 Agreement or other legal agreement will be used to ensure the implementation of the works or obligations.”

4.20 Policy M5 relates to Pedestrian Facilities and states that:

“Wherever possible and practical the Council will seek improvements in facilities for the safe and convenient movement of pedestrians. The Council will require proposals for new development to give priority to pedestrian access in their layouts through the inclusion of safe and direct routes linking to existing or proposed footpath networks and facilities. Developers may be required to provide or contribute towards off-site pedestrian facilities where this would be necessary to integrate it with surrounding areas. Development which would prejudice convenient and safe pedestrian movement will be refused.

The Council has published a walking strategy for the district, setting out its proposals for improving the pedestrian network and promoting walking and to provide guidance on the priorities for new development.”

4.21 Policy M6 deals with Cycle Routes and attendant facilities and advises that:

“The Council will require proposals for new development to encourage cycling through the inclusion of safe cycle routes and parking for cycles, and where appropriate secure waterproof storage and changing and showering facilities for cyclists. New cycle routes should link with existing or proposed cycle paths. Developers may be required to provide or contribute towards off-site facilities and the overall planned cycle network.

The Council has reviewed the Welwyn Hatfield Cycling Strategy, to ensure that it continues to provide an adequate framework to guide investment in the infrastructure necessary to create a comprehensive network of routes and facilities in the district.”

4.22 Policy M8 advises that the Council supports the use of powered two-wheeled vehicles as a more environmentally friendly mode of transport than the car. It will require that the internal layouts for development schemes are designed to make provision for powered two-wheeled vehicles and their users.

4.23 Policy M9 relates to Bus and Taxi facilities and states that:

“The Council will support the improvement of passenger transport services throughout the district and will require priority to be given to this mode over the car in the design and layout of new developments. For developments which are likely to place significant additional demands on existing infrastructure the Council will require developers to provide additional infrastructure as necessary. This may include the provision of bus lanes and parking bays, taxi ranks, bus stops with shelters and seating, either within the layout of the scheme or off-site. Where appropriate developers may also be required to fund the provision of bus services, particularly at the early stages of a development before they become independently viable.”

4.24 Policy M14 states that:

“The Council will require parking provision for new development to be made in accordance with the standards set out in the Council’s supplementary planning guidance on parking. These standards represent the maximum allowable provision, except for cycle parking and car parking for disabled people where the standards represent the minimum allowable.

In urban areas of the district which are accessible by non-car modes, the Council will require parking standards for non-residential development to be reduced below the maximum allowable provision, in line with the methodology set out in the supplementary planning guidance on parking, unless it can be clearly demonstrated that such a limitation to the development would be detrimental to the economic

viability of the area. The zones where such reductions will be applied are identified in the supplementary planning guidance.”

4.25 However following the publication of the NPPF, government guidance no longer requires councils to set maximum car parking standards. If setting local parking standards for residential and non-residential development Section 39 advises that “local authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.”

4.26 As a result the Council has agreed to treat its existing car parking standards as guidelines rather than maximums. This means that higher or lower car parking standards than those set out in the SPG can be proposed (by landowners, developers, etc.) and determined (by officers and Councillors) on a case by case basis taking account of the relevant circumstances of the proposal, its size context and its wider surroundings, as well as the NPPF guidance set out above. It is stated that the zonal approach will continue to apply but as guidelines rather than maximums. The onus is on developers to demonstrate through transport information submitted alongside their planning applications that a greater or lesser level of car parking provision is appropriate.

4.27 The Interim Policy for Car Parking Standards and Garage Sizes was approved by the Cabinet Housing and Planning Panel on 21st August 2014 and states that:

“The Council will treat all car parking standards set out in the *Welwyn Hatfield Parking Standards Supplementary Planning Guidance* as guidelines rather than maximums.” and that:

“Planning applications will be determined on a case-by-case basis to achieve a sensible level of provision taking account of existing SPG standards, NPPF guidance, the relevant circumstances of the proposal, its site context and its wider surroundings.”

Summary

4.28 The overarching aim of the national, regional and local transport policies is to reduce the need to travel, especially by the private car and make the fullest possible use of public transport, walking and cycling by siting development in locations which are or can be made sustainable.

4.29 Given that the site:

- i) is well located in terms of its close proximity to the University of Hertfordshire de Havilland Campus;
- ii) has excellent connections to the existing pedestrian and cycle links to the College Lane Campus, the town centre and other facilities in the town;
- iii) is within a reasonable walking or cycling distance of the shops, leisure facilities, health care provisions and other facilities in the town; and
- iv) is well served by a number of bus routes;

it is considered that the proposed development is compliant with the national and local transport policies.

4.30 This conclusion is expanded upon in the following section.

5.0 SITE ACCESSIBILITY APPRAISAL

- 5.1 As set out above, national planning policy aims to reduce the need for travel, especially by the private car, and seeks to make the fullest possible use of walking, cycling and public transport by siting development in locations which are or which can be made sustainable.
- 5.2 The site is well served by public transport with bus stops with shelters and real time information system immediately adjacent to the site (Stop H), directly opposite the site (Stop J) and in the vicinity of The Galleria (Stops A, C and D).
- 5.3 The site is bounded by a shared pedestrian/cycleway that provides links to the University Campuses, The Galleria and the town centre. “At-grade” pedestrian cycle crossings are provided on all of the approaches to the Mosquito Way and Comet Way roundabout junctions with St. Albans Road West / Cavendish Way and are controlled within the phasing and staging of the traffic signals.
- 5.4 Further afield, e.g. at the Cavendish Way roundabout junction with College Lane and Bishops Rise, the pedestrian/cycleway crossings are still “at-grade” but are uncontrolled. However they all have dropped kerbs, buff coloured blister paving and appropriate lining and signing.
- 5.5 The pedestrian/cycle routes to/from the University Campuses, the town centre and St. Albans and Welwyn Garden City (via National Cycle Route No. 61) are “waymarked” at the various intersections with appropriate distance measurements to the various destinations.
- 5.6 The location of the site and the availability of these facilities provide prospective student residents and hotel guests with a choice of travel modes other than the private car.

5.7 The remainder of this section of the report sets out the walking, cycling and public transport accessibility of the proposed development site.

Figure 2a shows the 400m, 800m and 1.0 kilometre catchment area from the site,

Figure 2b shows the 2.0 km and 5.0 km catchment areas from the centre of the site,

Figure 2c shows the cycle routes in Hatfield, and

Figure 3 shows the location of some of the facilities available in Hatfield.

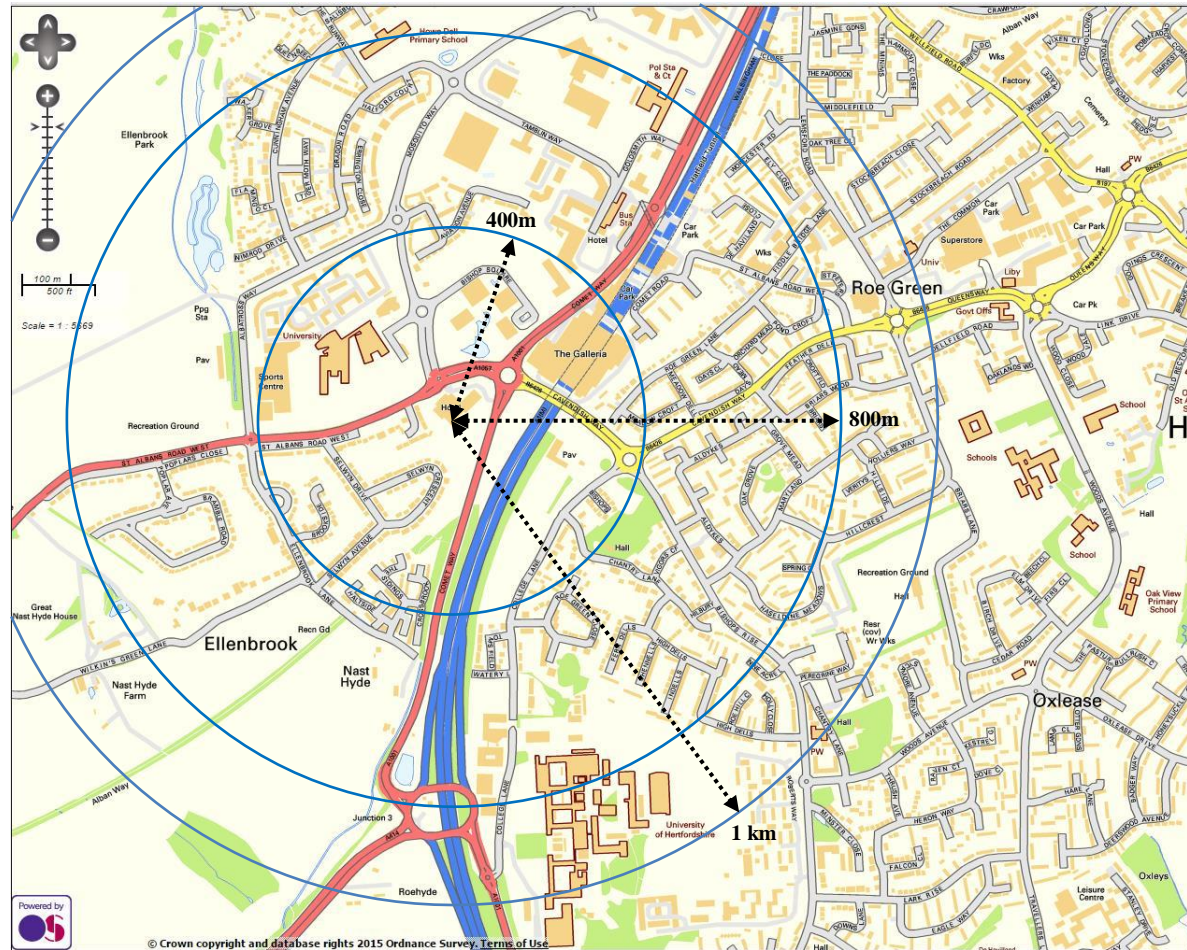
Walking

5.8 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres. Walking trips are also important as they provide connections to other modes such as buses and trains which are used for longer journeys.

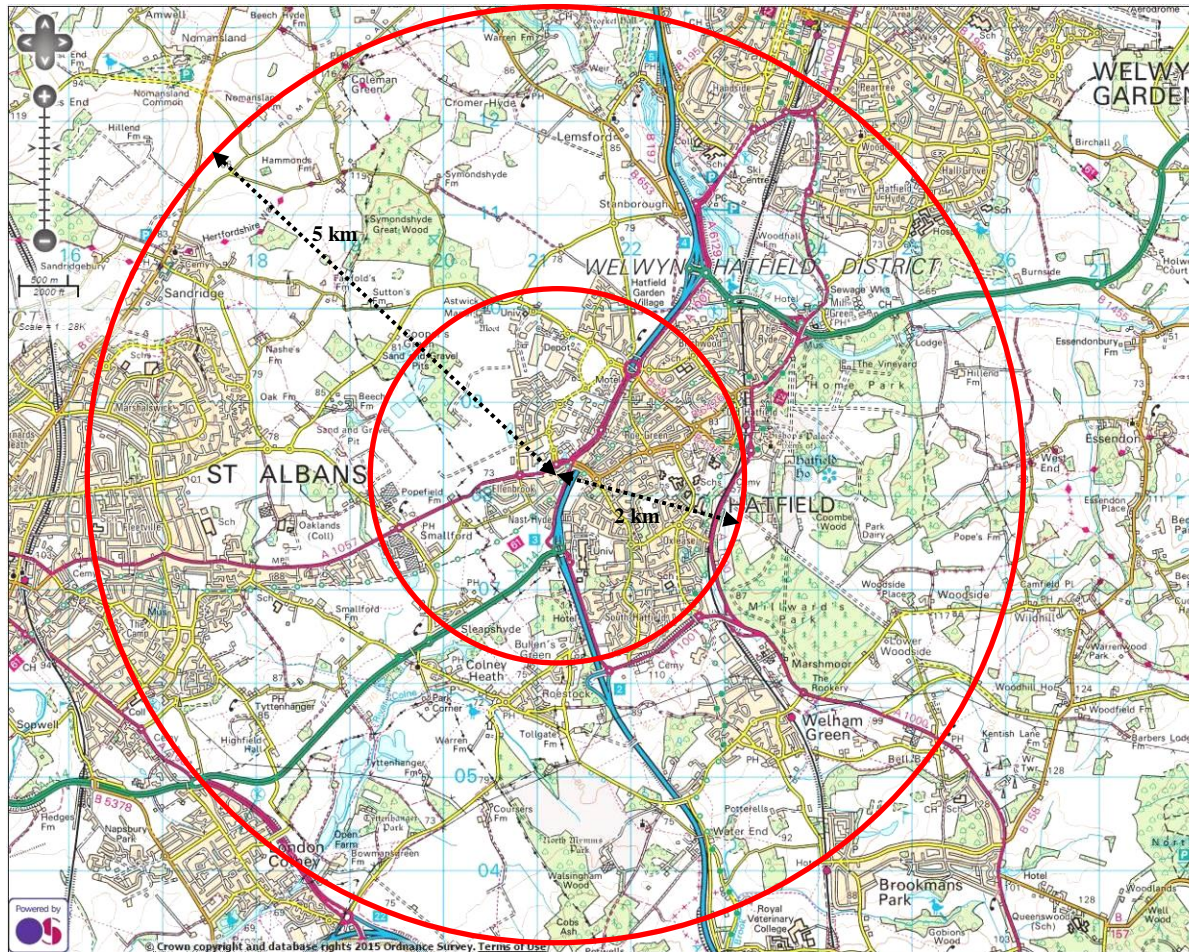
5.9 For assessing the accessibility of walking trips, the standard speed used is 80 metres per minute. This is an average speed as actual journey times will be dependent upon the person undertaking the trip, the purpose of the trip (e.g. leisure or commute) and the general topography of the surrounding area.

5.10 Guidance on the preferred walking distances to various facilities is given in the Chartered Institution of Highways and Transportation (CIHT) document “Providing for Journeys on Foot” (2000). These guidelines indicate that a walking distance of 400 metres is acceptable for trips to bus stops and local shops, with 800 metres being the preferred maximum. Similarly acceptable walking distances for commuting or school trips is 1000 metres with a preferred maximum of 2,000 metres, whilst trips for other purposes are 800 metres (acceptable) and 1,200 metres (preferred maximum).

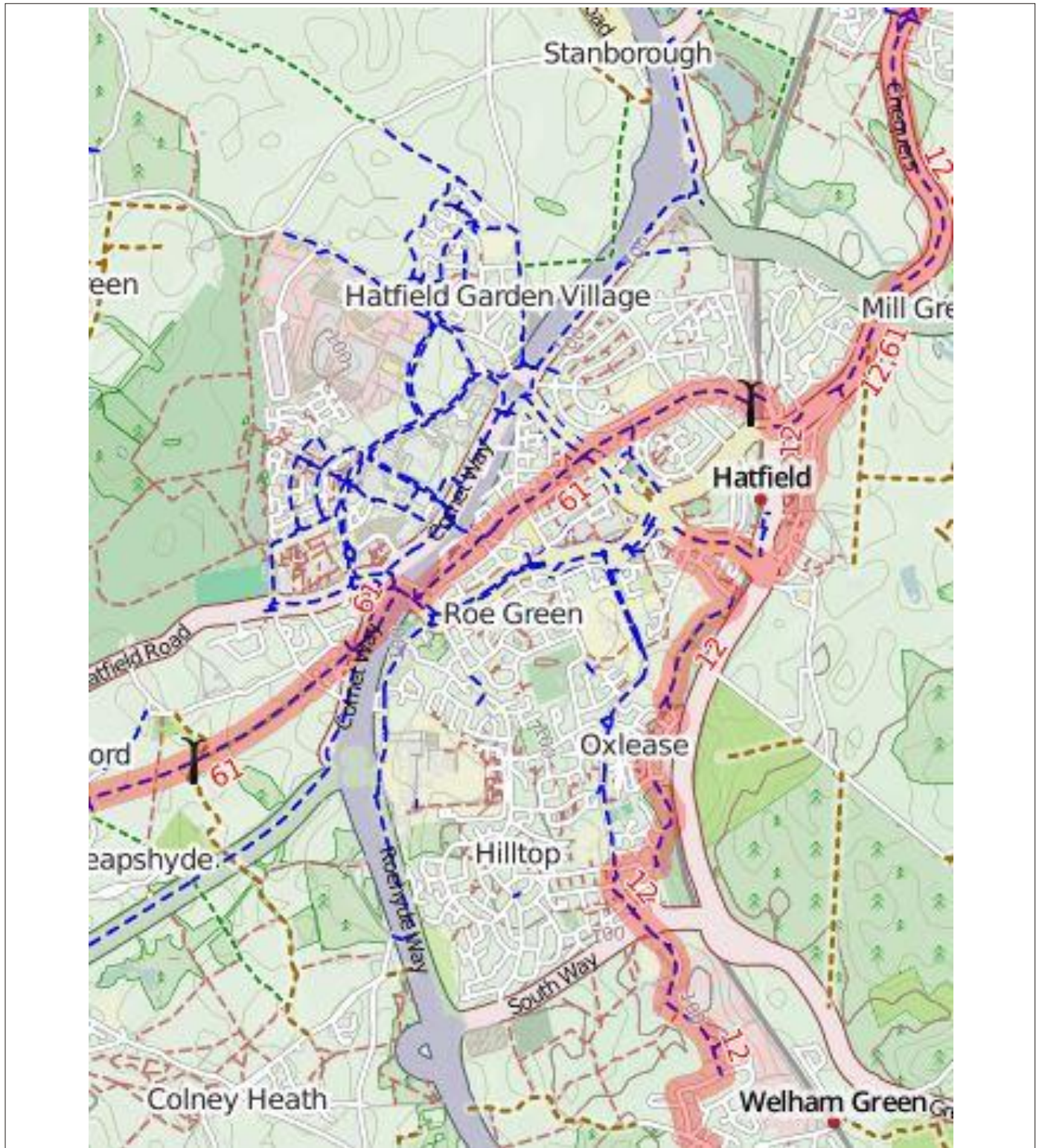
5.11 Using the average speed of 80 metres per minute, a 400 metre journey would take 5 minutes, 800 metres would take 10 minutes and 2,000 metres would be achieved by most abled bodied people in 25 minutes.



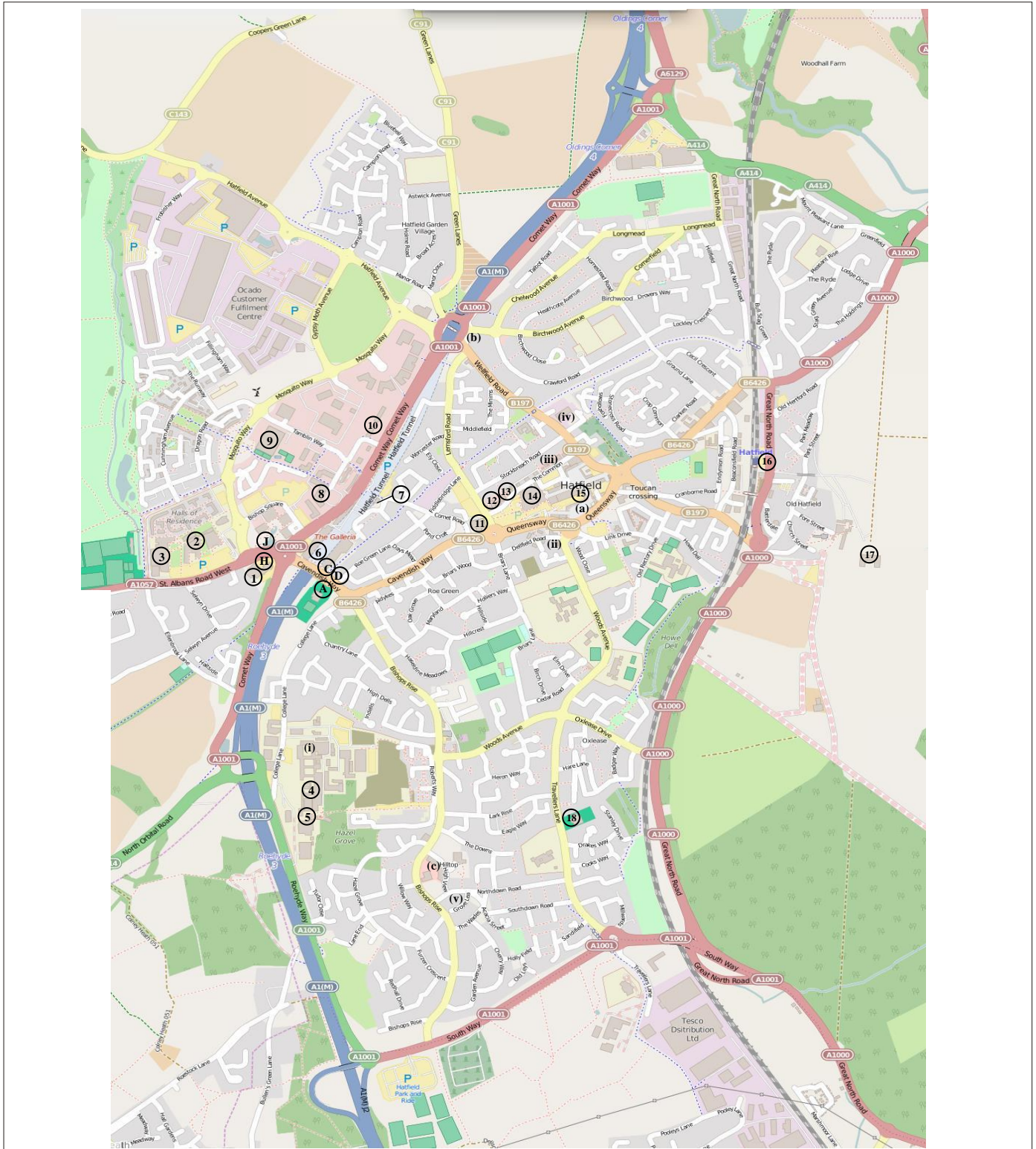
<p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p>	Drawing	400m, 800m & 1 km Catchment Areas	Figure No 2a	
	Project	Comet Hotel Site, Hatfield	Drawn HC	Checked PW
	Client	Fusion Hatfield Hotels Ltd	Scale NTS	Date Sep 2015



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2 km & 5 km Catchment Areas	Figure No 2b	
	Project Comet Hotel Site, Hatfield	Drawn HC	Checked PW
	Client Fusion Hatfield Hotels Ltd	Scale NTS	Date Aug 2015



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Hatfield Cycle Routes		Figure No 2c
	Project	Comet Hotel Site, Hatfield	Drawn HC	Checked PW
	Client	Fusion Hatfield Hotels Ltd	Scale NTS	Date Aug 2015



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Location Of Facilities		Figure No 3
	Project	Comet Hotel Site, Hatfield		Drawn HC Checked PW
	Client	Fusion Hatfield Hotels Ltd		Scale NTS Date Sep 2015

Key to Figure 3a

Facilities in Hatfield

- 1) The Comet Hotel
- 2) University of Hertfordshire – de Havilland Campus
- 3) Hertfordshire Sports Village
- 4) University of Hertfordshire – College Lane Campus
- 5) The Forum
- 6) The Galleria
- 7) Odeon Cinema
- 8) Local shops including China East, Subway, Aldi, Moe’s Peri-Peri Grill, Domino’s Piazza, Turai Indian Bar & Tapas, Moving Places (Estate Agents), John’s Barber Shop, Nishie’s Hair & Beauty Salon, Western Fried Chicken, Sella Supermarket, Charlie’s Dry Cleaning (closed), Ladbroke’s Bookmakers and The Bishops Veterinary Surgery
- 9) David Lloyd Centre
- 10) Hatfield Police Station & Magistrates’ Court
- 11) Hatfield Swim Centre
- 12) Curzon Point
- 13) Meridian House
- 14) Asda, Hatfield
- 15) Hatfield Town Centre
- 16) Hatfield Railway Station
- 17) Hatfield House
- 18) Hatfield Leisure Centre

A – Bus Stop A/B

C – Bus Stop C

D – Bus Stop D

H – Bus Stop H

J – Bus Stop J

Doctor's Surgeries

- i) University of Hertfordshire Medical Centre
- ii) Burvill House Surgery
- iii) Lister House Surgery
- iv) Wrafton House Surgery
- v) Northdown Road Surgery

Dental Practices

- a) Hatfield Dental Centre
- b) Birchwood Dental Practice
- c) Hilltop Dental Practice

5.12 The site is located within walking distance of a number of local facilities:

- i) The Comet Hotel bus stops are located adjacent to the site (Stop H) and 210 metres from the site (Stop J) when measured via the controlled crossing points.
- ii) The Galleria bus stops are located 350 metres (Stop A/B) and 390 metres (Stops C and D) when measured via the controlled crossing points.
- iii) The University of Hertfordshire de Havilland Campus (Reception) is 210 metres from the site whilst the College Lane Campus is 1,200 metres from the site. Meridian House which contains eight clinical skills laboratories is located some 1,270 metres from the site in the town centre.
- iv) The Hertfordshire Sports Village is located on the de Havilland Campus some 470 metres from the site. This provides facilities for badminton, basketball, volleyball climbing, swimming, cricket, squash, hockey, rugby, football and a fitness centre.
- v) The de Havilland Campus is also host to the Club de Havilland, the Weston Auditorium and the Restaurant de Havilland plus five other cafés.
- vi) There are a number of local shops and other outlets at the “District Centre” located at the end of Goldsmith Way which lies some 600 metres north of the site. These include an Aldi Supermarket, the Sella Supermarket, a number of restaurants/takeaways – China East, Subway, Moe’s Peri-Peri Grill, Domino’s Pizza, “Turai” Indian Bar & Tapas, Western Fried Chicken as well as a Barber Shop and a Hair and Beauty Salon.
- vii) The Galleria, a large shopping centre, is located some 300 metres from the site. There are over 60 shops and outlets within The Galleria selling clothes, shoes, jewellery, homeware, furniture, etc. as well as a range of cafés and restaurants.
- viii) The Odeon Cinema is located at the northern end of The Galleria site and lies some 600 metres from the site. Whilst the shops may close early evening, the cinema, cafés and restaurants are open longer hours.

- ix) Other sports facilities such as the David Lloyd Centre and the Hatfield Swim Centre are located further afield at 650 metres and 1,150 metres respectively from the site.
- x) The University of Hertfordshire's College Lane Campus which lies some 1,200 metres from the site contains a large Learning Resources Centre, the Student Centre, the Student's Union and The Forum.

Whilst the distance to the College Lane Campus may be in excess of the 1,000 metre acceptable walking distance for school and commuting trips it is below the preferred maximum of 2,000 metres and students have been observed walking between the two campuses and/or The College Lane Campus and The Galleria.

- xi) "The Forum" is a 1,500 capacity entertainment venue and includes a number of clubs and bars, a range of food outlets, a coffee bar and a convenience store.
- xii) The College Lane Campus also plays host to the University's Medical Centre which provides a GP practice with all of the usual services but which is run to meet the needs of the student population. The Campus Pharmacy provides an over the counter service and advice to students and staff.
- xiii) "The Key" is a multi-faith and multi-cultural centre located on the College Lane Campus and is the home of the University's Chaplaincy.
- xiv) Hatfield Town Centre lies some 1,500 metres to the east of the site when measured along the shared pedestrian/cycleway. There is a range of shops, banks, building societies and other facilities typically found in a town centre together with a large Asda Supermarket and Pharmacy.
- xv) The railway station lies a little further east being some 2,500 metres walking distance from the site.

5.13 The provision of pedestrian links to both St. Albans Road West and Comet Way will ensure that the development is properly connected to the existing pedestrian network.

- 5.14 The surrounding road network comprises roads with footways and/or shared pedestrian/cycle paths.
- 5.15 The pedestrian phases within the signal controlled roundabout junctions at Comet Way and Mosquito Way and the presence of the central refuges on each approach provide the opportunity to cross Comet Way, Cavendish Way, Mosquito Way and St. Albans Road West in a safer or controlled environment.
- 5.16 As advised all other uncontrolled crossing points on the routes to/from the town centre and the College Lane Campus are properly laid out and signed/lined appropriately. The routes are all street lit and the condition of the surfacing is reasonable.
- 5.17 Thus it is considered that there are no barriers to prospective student residents or hotel guests who choose to walk to/from the development.

Cycling

- 5.18 Cycling is considered to provide an alternative to car trips for journeys of up to five kilometres in length and can readily form part of a longer journey using public transport (trains).
- 5.19 For the purposes of assessing the accessibility of cycling trips, the standard speed used is 200 metres per minute or 12 kilometres per hour. This is an average speed as actual journey times will be dependent upon the person undertaking the trip, the trip purpose and the general topography of the surrounding area.
- 5.20 **Figure 2b** shows the 5 kilometre catchment area and demonstrates that all of Hatfield plus the southern parts of Welwyn Garden City and the eastern part of St. Albans are within a 25 minute cycle ride from the site.
- 5.21 The site is well served by the segregated footway/cycle path that borders the site and connects, via signalised, cycle friendly crossing points, to the wider cycle route network in the town. These routes are shown on **Figure 2c**.
- 5.22 The site is also within easy reach of the traffic free National Cycle Route 61 which provides ready access to St. Albans and Welwyn Garden City.

- 5.23 The College Lane Campus is a 6 minute journey from the site whilst Hatfield Town Centre would take 7½ minutes at the standard speed.
- 5.24 The railway station lies some 2.5 km from the site but can easily be reached by cycling within 12-13 minutes. There is sheltered cycle parking available at the station.
- 5.25 All of these distances/cycle times demonstrate that the key facilities in Hatfield are readily accessible from the development site.
- 5.26 There is a network of on-road, off-road traffic free cycle routes serving the University Campuses and the facilities within the town and the topography is generally flat.
- 5.27 It is therefore considered that cycling offers a realistic alternative to the private car for prospective student residents and their visitors.

Public Transport (Buses)

- 5.28 As stated above, the site is well served by public transport with bus stops with shelters and real time information system immediately adjacent to the site (Stop H), directly opposite the site (Stop J) and in the vicinity of The Galleria (Stops A/B, C and D).
- 5.29 These bus stops all lie within 400 metres or a five minute walk from the site.
- 5.30 UNO, the University's own bus service runs a number of services within the town and to neighbouring towns and cities. A summary of the existing bus services is set out in **Table 2.1** above and the Hatfield Bus network map and the timetables for bus departures from Stops H and J are attached at **Appendix 1**.
- 5.31 The UNO Shuttle provides a frequent service between the University Campuses every day during term times and on Monday to Friday during the university holiday periods. The service is free to UH staff and students between the two campuses.
- 5.32 The 300/301 service operated by Arriva the Shires / UNO provides a two buses per hour service to/from the town centre and St. Albans during the day Monday to Saturday and an hourly service during the evenings Monday to Saturday and on Sunday.

- 5.33 As part of the 341/641 services operated by UNO, buses run between the site (Stops H and J) and the town centre and to the College Lane Campus with 12 buses during the day, Monday to Friday and 9 buses during the day on Saturday.
- 5.34 Journeys to/from Hatfield Railway Station, St. Albans and the College Lane Campus are available as part of the 602 UNO Hatfield to Watford Service. There are two buses per hour during the day Monday to Saturday and two per hour in the evenings during term time otherwise reducing to one per hour during the University holidays. One bus per hour is available on Sundays.
- 5.35 The UNO 607 provides a two buses per hour service to/from the town centre and railway station during the evenings every day.
- 5.36 The UNO 610/611 provides a service to the town centre and the College Lane Campus with at least one bus per hour during the day and early evening on Mondays to Saturday.
- 5.37 The UNO 614/644, 615, 622, 625/635, 636, 653 and 655 services also provide links to/from the College Lane Campus as part of their longer routes.
- 5.38 The 724 Greenline is a Limited Stop Service which calls at the railway station, town centre and The Galleria as part of its route between Harlow and Heathrow. This runs every hour during the day and evening Monday to Saturday and every two hours on Sunday.
- 5.39 In reviewing the current service provision set out in **Table 2.1** above, it can be seen that:
- i) The Uno Shuttle service runs well into the night, thus ensuring that students can return late from The Forum and/or the College Lane Campus.
 - ii) The 301 service runs until 11:00 – 11:30pm thus ensuring that students can return from St Albans or the town centre 7 days per week.
 - iii) The 602 service runs until midnight 7 days per week thus ensuring that students can travel from the railway station, the town centre and St Albans.

iv) The 607 service runs until just before 11:00pm providing students with an alternative means of travelling from the railway station.

5.40 The current timetabling and number of different services demonstrates that the site is well served by buses travelling to/from the University Campuses, the town centre and the railway station. There is also a reasonably good level of service to St. Albans and Welwyn Garden City.

5.41 Hence it is considered that the site is highly accessible by bus.

Public Transport (Trains)

5.42 As advised above the railway station is located to the east of the town centre and is some 2.5 kilometres from the site.

5.43 It is readily accessible to/from the site by bicycle or is just a 7 minute bus ride away.

5.44 With journey times of c. 30 minutes to London Kings Cross, 16 minutes to Stevenage, 1 hour 2 minutes to Cambridge and 1 hour 10 minutes to Peterborough, the train does offer an alternative mode of transport in providing ready access to these destinations.

Summary

5.45 Having reviewed the accessibility of the site by modes other than the private car and having reviewed the quality of the pedestrian/cycle routes between the site and the University Campuses and town centre, it is concluded that the site is located in a sustainable location with ready and easy access to the University Campuses, The Galleria Shopping Centre and Cinema, local shops, sports facilities, restaurants, cafés and bars and entertainment venues either on foot or by bicycle.

5.46 The site is within easy reach of the bus stops serving the University Campuses, the town centre and destinations elsewhere and consequently all such modes, i.e. walking, cycling and bus offer a realistic alternative to using the private car.

6.0 DEVELOPMENT IMPACT ON THE LOCAL TRANSPORT NETWORK

Trip Generation

6.1 In order to establish the anticipated number of trips likely to be generated by the proposed development, the TRICS multi-modal database was interrogated for

Land Use: 03 – Residential; Category: G – Student Accommodation and

Land Use: 06 – Hotels, Food & Drink; Category – Hotels.

In both cases the area of search was restricted to all England excluding London.

6.2 For the Hotel Use the range was limited to those sites having 64-192 bedrooms (i.e. the existing hotel size of 128 bedrooms + or – 50%) and the site locations limited to edge of town centre, suburban area and edge of town. The site selections were further restricted to exclude those hotels which did not offer parking on-site or immediately adjacent and/or those which did not include a bar, restaurant or conference facilities. This returned a sample size of 10 with an average number of 99 bedrooms.

6.3 For the Student Accommodation, the range was limited to those sites with little or no parking provision to reflect the “car-free” proposals for this site. The data range was expanded to 1st January 2000 in an effort to increase the sample size. Using Edge of Town Centre and Edge of Town locations this produced a sample size of four with an average number of 312 student residents.

- 6.4 The Total People Trips, Pedestrian Trips, Cycle Trips, Public Transport Trips, Vehicle Trips and OGV Trips are summarised for the two land uses in **Tables 6.1 and 6.2** overleaf and the TRICS output files are attached at **Appendix 6**.
- 6.5 Applying the Hotel Trip Rates derived above to the existing hotel development of 128 bedrooms gives rise to the multi-mode movements set out in **Table 6.3**.
- 6.6 Applying the Hotel Trip Rates derived above to the proposed hotel development of 56 bedrooms gives rise to the multi-mode movements set out in **Table 6.4**.
- 6.7 Applying the Student Accommodation Trip Rates derived above to the proposed 308 place accommodation gives rise to the multi-mode movements set out in **Table 6.5**.
- 6.8 Combining the multi-mode movements for the 56 bed Hotel and the 308 place Student Accommodation gives rise to the total multi-mode movements for the proposed development set out in **Table 6.6**.
- 6.9 Comparing the number of movements by mode for the 128 bed Hotel set out in **Table 6.3** with those for the proposed development set out in **Table 6.6** shows the net impact of the proposed development on the local transport network. This is set out in **Table 6.7**.
- 6.10 The next section of this report sets out an assessment of the impact of the proposed development on the local transport network by the various modes.

Trip Rate Per Bedroom	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	0.267	0.450	0.717	0.021	0.047	0.068	0.004	0.002	0.006	0.008	0.109	0.117	0.205	0.224	0.429	0.003	0.004	0.007
PM Peak 17:00-18:00	0.346	0.212	0.558	0.053	0.049	0.102	0.001	0.000	0.001	0.004	0.000	0.004	0.212	0.148	0.360	0.000	0.000	0.000
Daily (07:00-24:00)	3.539	3.377	6.916	0.552	0.576	1.128	0.019	0.019	0.038	0.156	0.158	0.314	2.135	2.075	4.210	0.020	0.021	0.041

Table 6.1 – Hotel Trip Rates per Bedroom by Mode

Trip Rate Per Resident	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	0.055	0.194	0.249	0.038	0.171	0.209	0.001	0.002	0.003	0.002	0.006	0.008	0.015	0.012	0.027	0.000	0.000	0.000
PM Peak 17:00-18:00	0.201	0.118	0.319	0.181	0.101	0.282	0.000	0.001	0.001	0.007	0.000	0.007	0.009	0.011	0.020	0.000	0.000	0.000
Daily (07:00-22:00)	1.628	1.722	3.350	1.392	1.477	2.869	0.005	0.006	0.011	0.050	0.053	0.103	0.139	0.148	0.287	0.000	0.000	0.000

Table 6.2 – Student Accommodation Trip Rates per Student Resident by Mode

	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	34	58	92	3	6	9	1	0	1	1	14	15	26	29	55	0	1	1
PM Peak 17:00-18:00	44	27	71	6	3	9	0	0	0	1	0	1	27	19	46	0	0	0
Daily (07:00-24:00)	453	432	885	71	74	145	2	2	4	20	20	40	273	266	539	3	3	6

Table 6.3 – Number of Movements by Mode for 128 Bedroom Hotel

	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	15	25	40	1	3	4	0	0	0	0	6	6	11	13	24	0	0	0
PM Peak 17:00-18:00	19	12	31	3	3	6	0	0	0	0	0	0	12	8	20	0	0	0
Daily (07:00-24:00)	198	189	387	31	32	63	1	1	2	9	9	18	120	116	236	1	1	2

Table 6.4 – Number of Movements by Mode for 56 Bedroom Hotel

	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	17	60	77	12	53	65	0	1	1	1	2	3	5	4	9	0	0	0
PM Peak 17:00-18:00	62	36	98	56	31	87	0	0	0	2	0	2	3	4	7	0	0	0
Daily (07:00-22:00)	501	530	1031	429	455	884	2	2	4	15	16	31	43	46	89	0	0	0

Table 6.5 – Number of Movements by Mode for 308 Place Student Accommodation

	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	32	85	117	13	56	69	0	1	1	1	8	9	16	17	33	0	0	0
PM Peak 17:00-18:00	81	48	129	59	34	93	0	0	0	2	0	2	15	12	27	0	0	0
Daily (07:00-24:00)	699	719	1418	460	487	947	3	3	6	24	25	49	163	162	325	1	1	2

Table 6.6 – Number of Movements by Mode for the Proposed Development of 56 Bed Hotel and 308 Place Student Accommodation

	Total People			Pedestrians			Cyclists			Public Transport Users			Vehicles			HGVs		
	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak 08:00-09:00	-2	+27	+25	+10	+50	+60	-1	+1	0	0	-6	-6	-10	-12	-22	0	-1	-1
PM Peak 17:00-18:00	+37	+21	+58	+53	+31	+84	0	0	0	+1	0	+1	-12	-7	-19	0	0	0
Daily (07:00-24:00)	+246	+287	+533	+389	+413	+802	+1	+1	+2	+4	+5	+9	-110	-104	-214	-2	-2	-4

Table 6.7 – Net Impact of Proposed Development by Mode

Walking

- 6.11 The trip rate analysis suggests that the proposed development will generate some additional 802 pedestrian movements to/from the development site over the course of the day and evening. Whilst the smaller hotel will continue to generate some pedestrian traffic (63 two-way movements as opposed to 145 two-way movements) the additional pedestrian trips are attributable to the student residents where walking represents an 85.7% modal share.
- 6.12 Pedestrian flow rates to/from the development range from 69 two-way movements per hour in the morning peak to around 93 per hour in the afternoon and evening peak. Given that a 2m wide footway can readily accommodate a pedestrian flow rate of 600 pedestrians per hour, it is considered that the existing footway/cycle network between the site and the Campuses is of sufficient standard to accommodate the likely increase in pedestrian traffic.
- 6.13 Pedestrian linkages will be provided to the adjacent shared pedestrian/cycle route and the presence of the adjoining signal controlled pedestrian crossings will ensure that there is no barrier to people walking to/from the University Campuses and other facilities in the town.

Cycling

- 6.14 The trip rate analysis suggests that cycling is not a popular mode of transport for either hotel guests or students as only 6 trips per day are predicted to be generated to/from the proposed development. This represents an increase of 2 per day above the current hotel use.
- 6.15 Nevertheless given that student residents, other than disabled students who hold a blue badge, will be prevented from bringing a car onto the site, cycling may prove an alternative option of travel. Furthermore to help encourage this mode of transport, 12 bicycles will be available to hire from the hotel reception.

- 6.16 Given the excellent cycle path infrastructure adjacent to the site, the pedestrian/cycle links throughout the town and the generally flat topography of the surrounding area, there is no barrier to people cycling to/from the site.

Public Transport

- 6.17 The trip rate analysis suggests that public transport may not be a popular choice of transport mode for students with only some 31 trips per day predicted. This represents an increase of some 9 trips per day above current levels.
- 6.18 However, as advised above, UNO operate a frequent shuttle service between the University Campuses which passes the development site. Given that travel is free for students travelling between The Forum and de Havilland and that the stops adjacent to the site have shelters and a real time information system, it is expected that public transport will prove a more attractive mode of transport than that predicted by the trip rate analysis.

Traffic Impact

- 6.19 The trip rate analysis suggests that a 128 bedroom hotel would generate some 539 two-way vehicle movements per day with 55 two-way movements occurring in the morning peak hour (08:00-09:00) and 46 two-way movements occurring in the evening peak hour (17:00-18:00).
- 6.20 Using the same trip rates for the smaller 56 bedroom hotel and trip rates derived from student accommodation sites that have limited on-site parking, the proposed development is predicted to give rise to some 325 two-way vehicle movements per day with 33 two-way vehicle movements occurring in the morning peak and 27 occurring in the evening peak.
- 6.21 Thus the predicted traffic flows to the proposed development are shown to be significantly lower overall than the current use.

- 6.22 Predicted traffic flows to/from the development during the remainder of the day and evening are consistently lower than for the current 128 bed hotel. Whilst the reduction in traffic is modest and will not have a material impact, the net impact is positive.
- 6.23 It is evident from the analysis undertaken that the proposed development will **not** give rise to any increase in vehicle trips. Therefore, as the development will not have an adverse impact on the local road network, it is considered that no detailed modelling/analysis of the interaction of the accesses with the immediate road network is required.
- 6.24 This accords with the scoping advice received from the relevant Highway Development Officer at Hertfordshire County Council which is set out in Section 1.5 (iii) and (iv) above.

7.0 OTHER MATTERS TO BE CONSIDERED

Car Parking

- 7.1 As advised 100 car parking spaces will be provided to the front of the hotel. The intention is to make the development “zero parking” for residential students except those with a blue badge for personal disability and a limited number of spaces provided for staff, if required.
- 7.2 Welwyn Hatfield Borough Council’s parking standards are set out in the Supplementary Planning Guidance adopted in January 2004. These are maximum demand-based standards and advise that for a C1 Hotel use there should be:
- 1 space per bedroom
 - + 1 space per manager
 - + 2 spaces per 3 staff minus spaces related to staff bedrooms
 - + 1 space per 5 m² dining area
 - + 1 space per 3 m² bar area
 - + 1 space per 5 m conference facility.
- 7.3 Following the publication of the NPPF, the Council has issued an Interim Policy for Car Parking Standards and Garage Sizes which states that the council will treat all car parking standards set out in the *Welwyn Hatfield Parking Standards Supplementary Planning Guidance* as guidelines rather than maximums and that planning applications will be determined on a case-by-case basis to achieve a sensible level of provision taking account of existing SPG standards, NPPF guidance, the relevant circumstances of the proposal, its site context and its wider surroundings.
- 7.4 The site lies in a Zone 3 location and therefore according to the table in Section 3.2 of the SPG, the provision should be 50-75% of the maximum demand-based standard. However Section 3.4 advises that:

“In all new development proposals that include the provision of car parking, the car parking standards and zonal-based restraint outlined in this SPG will

*provide a starting point for discussions with developers on the appropriate level of car parking at each development. **The general presumption is to impose the lower (most restrictive) end of each range but having a range allows development to be tailored to particular circumstances.***

Thus in this case – i.e. a Zone 3 location – the “general presumption” should be to impose the 50% end of the range which is the most restrictive.

- 7.5 The current hotel has 128 bedrooms and is supported by a bar/restaurant function area. The function spaces on the ground floor extend to 364 m² floorspace with a further 103 m² on the first floor giving a combined area of 467 m². The existing parking area has 163 spaces which equates to 1.27 spaces per bedroom.
- 7.6 The proposed hotel scheme has 56 bedrooms, plus ancillary accommodation. At the existing rate of 1.27 spaces per bedroom this gives rise to a parking provision of 72 spaces.
- 7.7 The student accommodation of 308 bed spaces is intended to be “car-free” with zero parking for individual students, except those disabled students who hold a blue badge. In addition to the 72 spaces for use by the hotel a further 28 spaces will be made provided. This will enable three spaces to be made available as for staff parking for the three full time members of staff who work office hours Monday to Friday and for amenity use (e.g. dropping-off and collecting students and their belongings as well as deliveries and collections).
- NB** Outside of office hours it is expected that the reception desk would be staffed by “Student Wardens” who would live on site. The Wardens would be available for an hour per night around 9 pm for postal package pick-ups and/or would simply be “on-call” outside the office hours to deal with any issues such as lock-outs or fire alarms.
- 7.8 Using a calculation of one space per bedroom plus one space per 5 m² for the bar, restaurant function areas, the proposal for the 56 bed hotel plus 506 m² ancillary area would result in a provision of 56 + 101 = 157 spaces. Applying the most restrictive end of the range for a Zone 3 location (50%) would result in a provision of 79 spaces.

- 7.9 The proposed provision of 100 spaces is a greater level of parking provision than the minimum zonal method would suggest, but is within the 50%-75% range, which equates to 79-118 spaces.
- 7.10 An alternative method of verifying whether the on-site parking provision is suitable to serve the development proposed would be to review the parking accumulation calculation arising from the vehicle trip arrival departure forecast contained in the TRICS outputs for the combined development. **Table 6.8** sets out the parking accumulation derived from the vehicle arrival/departure pattern and assumes that the hotel is 80% occupied and that 80 of the parking spaces are in use.

Time Range	Arrivals	Departures	Parking Accumulation
00:00-01:00	0	0	45
01:00-02:00	0	0	45
02:00-03:00	0	0	45
03:00-04:00	0	0	45
04:00-05:00	0	0	45
05:00-06:00	0	0	45
06:00-07:00	0	0	45
07:00-08:00	6	9	42
08:00-09:00	15	15	42
09:00-10:00	10	9	43
10:00-11:00	6	9	40
11:00-12:00	7	9	38
12:00-13:00	9	9	38
13:00-14:00	8	8	38
14:00-15:00	8	10	36
15:00-16:00	10	11	35
16:00-17:00	10	11	34
17:00-18:00	14	11	37
18:00-19:00	12	10	39
19:00-20:00	12	8	43
20:00-21:00	6	6	43
21:00-22:00	5	6	42
22:00-23:00	6	6	42
23:00-24:00	1	0	43

Table 6.8 Parking Accumulation

- 7.11 Thus it can be seen that the maximum parking accumulation is 45 spaces. Therefore it is considered that the provision of 100 spaces is sufficient to serve the parking need/demand arising from the smaller hotel with ancillary areas and the proposed student accommodation.
- 7.12 Even if all of the hotel rooms were occupied and each guest had driven to the hotel and parked in the car park the maximum parking accumulation at any given time throughout the day or night would be 56.
- 7.13 Thus it is considered that the on-site parking provision is satisfactory.
- 7.14 In addition to providing an undertaking restricting the occupation of the student accommodation for use solely by bona fide University of Hertfordshire students and post-grads, the applicant will give an undertaking that any tenancy agreement or licence permitting the occupation of the Student Accommodation shall include, inter alia, the following clauses:
- i) A prohibition on keeping or controlling a car in Welwyn Hatfield outside of the site.
 - ii) A prohibition on parking a car on the site unless they have the written sanction of the owners to use a car parking space permitted by the planning permission – i.e. that they are a Blue Badge Holder or have an authorisation from their disability advisor (save where necessary for the purposes of loading/unloading the University Students' belongs at the start and end of each academic term and where in exceptional circumstances a university student is arriving or leaving other than at the start or end of the academic term).
 - iii) A prohibition on the University Student making an application for or seeking to obtain a resident's on-street parking permit in Welwyn Hatfield.
- 7.15 Similar measures have been included within the consents granted to the University's Car-free Student Accommodation on the de Havilland Campus (Application 56/2001/1026/DE refers) and the more recent limited parking student accommodation at Curzon Point (Application 56/2010/3088/OP refers). Such measures have been

considered sufficient and appropriate to minimise the potential for problems caused by on-street parking and there are no reasons to believe that they can't be successfully imposed on this proposal.

- 7.16 Furthermore the hotel operates a parking management system whereby a charge of £5 is levied on any vehicle parked in the car park. This charge can only be redeemed or offset by bona fide hotel guests who register details of the vehicle's registration plate at the hotel reception. Anyone found not to have registered their vehicle is liable to a fine.
- 7.17 The application is also supported by a Travel Plan and a Parking Management Plan which considers these matters further. These are attached at **Appendix 7 and Appendix 8** and should be read in conjunction with this report.

Cycle Parking

- 7.18 The Council's parking standards suggest the provision of one long-term cycle parking space for every three students. This would suggest a provision of some 103 cycle spaces to meet the needs of the 308 prospective student residents.
- 7.19 However from the trip rate analysis set out in the previous section, it would appear that cycling is not a favoured mode of travel choice for students.
- 7.20 This is borne out by the uptake of the cycle parking spaces at the applicant's other student accommodation site at Curzon Point, The Common, Hatfield. The manager of the site has advised that no more than 20 of the 60 cycle parking spaces are ever in use. As Curzon Point accommodates 116 students and is/has been fully occupied, this equates to a need/demand of approximately one space per six students.
- 7.21 Using a similar level of provision it is suggested that an initial provision of 52 spaces should be sufficient to accommodate the likely need/demand from the 308 bed student accommodation given that it is even closer to the University Campus. These will be provided in two blocks of 26 close to the accommodation blocks. It is further suggested that any additional demand for student cycle parking should be "demand-driven" which can be monitored and provided through the Travel Plan as necessary.

7.22 An additional 12 cycle parking spaces will be provided to the front of the Hotel for use by staff and guests.

On-Street Parking

7.23 Notwithstanding the conditions that will be imposed on prospective student residents from bringing a car onto the site, the local highway authority has requested that the existing local parking conditions and restrictions be reviewed in order to verify that the proposed development will not cause parking problems on the adjacent roads. These are set out below:

- 7.24 i) Comet Way, to the north and south of the Comet Roundabout, is designated a Clearway. This prevents vehicles from stopping even to set down or pick up passengers – hence it cannot be used for parking.
- ii) No parking is permitted on St. Albans Road West to the west of the site. There are double yellow lines on both sides up the road from the Comet Roundabout to just beyond the junction with Poplar Avenue. Thereafter there are double white lines in the centre of the road (which prevents on-street parking) through the bends. This parking restriction extends to over 1,150 metres from the site.
- iii) No parking is permitted on Cavendish Way to the east of the site between the Comet Roundabout and the roundabout junction with College Lane / Bishops Rise. There are double yellow lines on both sides of the road and these restrictions extend to more than 400 metres from the site.
- iv) No parking is permitted on the western side of College Lane between the roundabout junction of Cavendish Way / Bishops Rise and the College Lane Campus. Parking is also restricted on the eastern side of College Lane throughout the day during University term times except for two short sections of road to the front of some residential properties where parking is permitted.
- v) The residential roads to the south and west of the site – i.e. Ashbury Close, Selwyn Drive, Selwyn Crescent, Selwyn Avenue, Ellenbrook Lane, Brookside, St. Albans Road West, Poplars Close, Poplar Avenue and Bramble Road are

- all subject to parking controls between 9:00 am and 4:00 pm Monday-Friday during University term time. The only roads in this area where such parking restrictions do not apply are Crossbrook, Haltside and The Sidings. These lie some 620 metres from the site via Alban Way or 940 metres via the local road network.
- vi) The roads on the former Hatfield Aerodrome site on the north side of St. Albans Road West are private and parking on these roads is controlled by PCM (UK) Limited.
 - vii) On the de Havilland Campus only part time students, living outside of the Hatfield / Old Hatfield postal area and disabled students who have a blue badge or authorisation from their Disability Adviser are eligible for a student parking permit. Hence prospective student residents at the Comet Site, other than those with a blue badge, are prevented from parking on the Campus.
 - viii) On the College Lane Campus, postgraduate, research, part-time students (except those living in the Hatfield / Old Hatfield postal area) and disabled students who have a blue badge or authorisation from their Disability Adviser are eligible for a student parking permit. Again such restrictions would preclude prospective student residents at the Comet Site from parking on Campus.
 - ix) There is no student parking at Meridian House other than for disabled students who have a blue badge or authorisation from their Disability Advisor.
 - x) There is no parking for residential students on the de Havilland Campus (except blue badge holders) and there is limited parking (on a first come – first served basis) for residential students on the College Lane Campus.
 - xi) Car Parking in The Galleria surface level car park and multi-storey car park is subject to charging between 06:00 and 18:00. The multi-storey car park is open at 06:00 and closes for entry at 22:00 but access to the external car parks is available 24/7.

Access to the MSCP is within 300 metres of the site and the surface level car parks lie some 500 metres from the site.

- xii) On-street parking is permissible in the on-line parking bays in Bishops Rise close to the roundabout junction with Cavendish Way which lies some 530 metres walking distance from the site.
 - xiii) It is also permissible, except between the hours of 9:00 am – 11:00 am Monday to Friday on the residential roads of Roe Green Lane, Meadow Croft, Meadow Dell, Days Mead, Days Close, Comet Road, de Havilland Close and St. Albans Road West which lie to the east of The Galleria. These roads are a minimum 430 metres walking distance from the site.
 - xiv) There are on-street parking restrictions on Bishops Rise to the east of College Lane Campus but it is possible to park in some of the side roads. If students were to park in these locations, it would entail a 350 metre to 500 metre walk to access the teaching buildings.
 - xv) Similarly there are on-street parking controls in the residential areas to the south of the College Lane Campus. However there are some opportunities to park on-street which would entail students walking some 400 metres minimum to access the teaching buildings.
- 7.25 Given the parking restrictions in place on the residential access roads in the immediate vicinity of the site, any student resident parking a car on these roads would need to remove it by 9:00 am or risk incurring a fine.

The car could not be moved onto either the de Havilland Campus or the College Lane Campus as the student resident would not be entitled to a parking permit as the Comet Site falls within the Hatfield / Old Hatfield postal area.

The car could not be moved onto the local roads surrounding the de Havilland Campus as on-street parking is not permitted there either and is strictly controlled. The car could not be moved onto the hotel site as this is strictly controlled and would incur a

- charge. Similarly the car could not be moved to the car parks at The Galleria without incurring a charge.
- 7.26 It is acknowledged that the car could be relocated to one of the residential streets close to The Galleria where on-street parking is permissible after 11:00 am or onto Bishops Rise. Alternatively the student could drive to one of the residential streets to the east or south of the College Lane Campus and park on-street.
- 7.27 If the resident student predominantly attends the de Havilland Campus, there are limited opportunities for parking the vehicle during the day without incurring charges or a fine. If the student attends the College Lane Campus it would be possible for him/her to park on-street but doing so would be contrary to the terms of their lease.
- 7.28 Given that there is a free bus service to/from the College Lane Campus and that the campus is only a 15/16 minute walk from the site, the time saving of approximately 7 or 8 minutes (taking into account the time taken to walk to the car, drive to the nearest available on-street parking space close to the campus, park and walk the remainder of the way) does not warrant the risk of losing their place of residence.
- 7.29 Furthermore and as set out in the Parking Management Plan (see **Appendix 8**) residential management staff will, from time to time, undertake car park inspections to ensure that all vehicles are displaying the appropriate parking permits, i.e. blue badges or are registered hotel guests. Furthermore they will also undertake spot checks of the surrounding area to verify whether any student residents are parking off-site and/or act upon any reports that such students are parking locally on-street.
- 7.30 As stated above similar measures have been included within the consents granted to the University's Car-Free Student Accommodation on the de Havilland Campus (Application S6/2001/1026/DE refers) and the more recent limited parking student accommodation at Curzon Point (Application S6/2010/3088/OP refers). Such measures have been considered sufficient and appropriate to minimise the potential for problems caused by on-street parking and there are no reasons to believe that they can't be successfully imposed on this proposal.

8.0 CONCLUSIONS

- 8.1 Stirling Maynard Transportation has been appointed by Fusion Hatfield Hotels Limited to prepare a Transport Assessment and a Travel Plan to support their planning application for the redevelopment of the Comet Hotel site at St. Albans Road West, Hatfield.
- 8.2 An assessment of the accessibility of the site by transport modes, other than the private car has been undertaken. The site is within easy reach of the bus stops serving the University Campuses, the town centre and destinations elsewhere and consequently all such modes, i.e. walking, cycling and bus offer a realistic alternative to using the private car. Having reviewed the accessibility of the site by such modes and having reviewed the quality of the pedestrian/cycle routes between the site and the University Campuses and town centre, it is concluded that the site is located in a sustainable location with ready and easy access to the University Campuses, The Galleria Shopping Centre and Cinema, local shops, sports facilities, restaurants, cafés and bars and entertainment venues either on foot or by bicycle.
- 8.3 A Framework Travel Plan has been produced and will be submitted in support of this planning application. This is intended to encourage prospective student residents to reduce the number of journeys made by car and to increase the number of journeys made by walking, by bicycle or by public transport.
- 8.4 A review of the existing pedestrian/cycle facilities between the site and the University Campuses has been undertaken. Subject to pedestrians, cyclists and motorists obeying the rules of the road and following the Highway Code, there is nothing inherently unsafe in the routes between the site and the Campuses.
- 8.5 A review of the accident collision data for the local road network in the vicinity of the site has been undertaken. In reviewing the accident details there are no trends or causations identified which would suggest that there is anything inherently unsafe in the geometric design of the site accesses, the immediate road layout or the condition of the road surface.

8.6 A review of the national, regional and local transport policies applicable to this site has been undertaken. Given that the site:

- i) is well located in terms of its close proximity to the University of Hertfordshire de Havilland Campus;
- ii) has excellent connections to the existing pedestrian and cycle links to the College Lane Campus, the town centre and other facilities in the town;
- iii) is within a reasonable walking or cycling distance of the shops, leisure facilities, health care provisions and other facilities in the town; and
- iv) is well served by a number of bus routes;

it is considered that the proposed development is compliant with the national, regional and local transport policies.

8.7 The impact of the development on the local transport network has been assessed.

8.8 Pedestrian linkages will be provided to the adjacent shared pedestrian/cycle route and the presence of the adjoining signal controlled pedestrian crossings will ensure that there is no barrier to people walking to/from the University Campuses and other facilities in the town.

8.9 Given the excellent cycle path infrastructure adjacent to the development site and the generally flat topography of the surrounding area, there is no barrier to people cycling to/from the site.

8.10 The increase in the number of additional bus passengers is not sufficient to warrant the provision of additional services.

8.11 From the analysis undertaken it is concluded that the proposed development traffic will not give rise to any increase in vehicular traffic to/from the site. Hence it will not have an adverse impact on the safe performance or operation of the immediate road network.

8.12 A review of the proposed on-site parking provision has been undertaken both by reference to Welwyn Hatfield Borough Council's parking standards and to the parking

demand calculations using the arrival/departure profiles predicted by the TRICs trip rate analysis. It is considered that the on-site parking provision will be sufficient to meet the demands of the proposed development and therefore is satisfactory.

- 8.13 Cycle parking provision will be provided on the site in the form of secured, covered areas. The initial intention is to provide 52 spaces which equates to a provision of over one per six students. This is in accordance with the uptake of the on-site cycle parking provision at Curzon Point, The Common, Hatfield. Any additional provision will be “demand-driven” and can be monitored and provided through the Travel Plan as necessary. An additional 12 spaces will be provided to the front of the hotel for use by hotel staff and guests.
- 8.14 The applicant will give an undertaking that any tenancy agreement or licence permitting the occupation of the Student Accommodation shall include, inter alia, the following clauses:
- i) A prohibition on keeping or controlling a car in Welwyn Hatfield outside of the site.
 - ii) A prohibition on parking a car on the site unless they have the written sanction of the owners to use a car parking space permitted by the planning permission (save where necessary for the purposes of loading/unloading the University Students’ belongs at the start and end of each academic term and where in exceptional circumstances a university student is arriving or leaving other than at the start or end of the academic term).
 - iii) A prohibition on the University Student making an application for or seeking to obtain a resident’s on-street parking permit in Welwyn Hatfield.

Similar measures have been included within consents granted to other “Car – Free” or “Limited Parking” student accommodation developments in Hatfield. These have been considered sufficient and appropriate to minimise the potential for problems caused by on-street parking and there are no reasons to believe that they can’t be successfully imposed on this proposal.

8.15 A review of the existing on-street controls and the off-street parking provision in the vicinity of the site has been undertaken. Whilst it is acknowledged that there is some opportunity for prospective students to find places to park away from the site, given that:

- i) there will be a Parking Management Plan put in place;
- ii) there is a free bus service to/from the College Lane Campus;
- iii) the campus is only a 15/16 minute walk from the site,

the time saving of approximately 7 or 8 minutes does not warrant the risk of losing their place of residence.

Hence the proposal is unlikely to give rise to any on-street parking problems in the vicinity of the site.

8.16 Paragraph 32 of the NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

8.17 Given that the site is located in a sustainable location, that safe and suitable access to the site can be achieved for all people and that the impact of the development on the local transport network is not severe, it is concluded that there are no known highway reasons for refusal to this development.